



PROGRESS REPORT

Number 11

Fall 1995

11 Creek Expressway

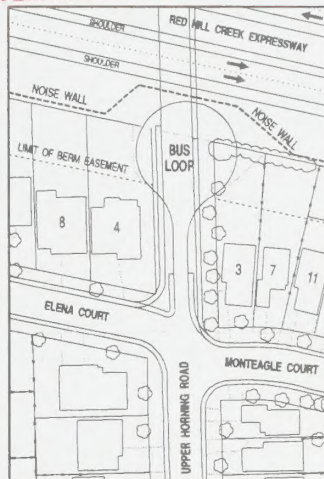
URBAN MUNICIPAL

GOVERNMENT DOCUMENTS

Upper Horning Road Closure

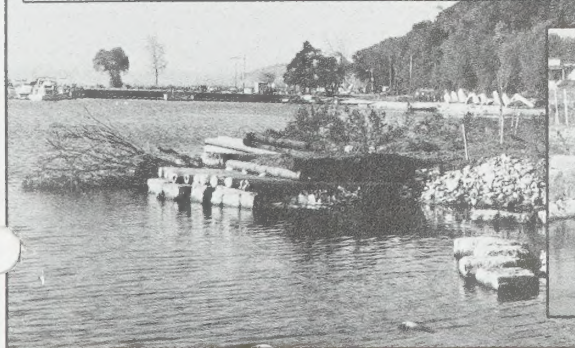
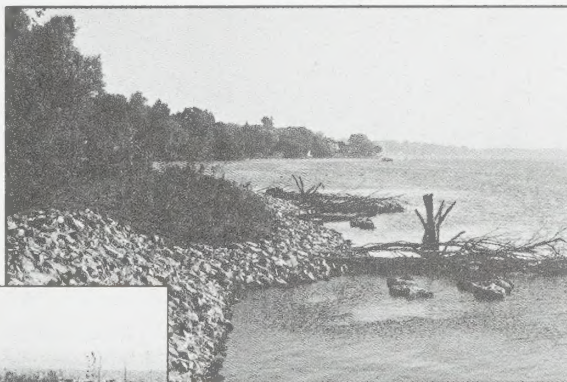
Regional Council has approved

the construction of the Upper Horning Road bus loop to replace the existing Golf Links Road bus loop which is now located on Expressway land. The new loop, as illustrated in the schematic diagram, is located at the end of Upper Horning Road and is partly on Expressway land. Construction is anticipated to start in early November and should be completed by the end of the year. During this period of construction of the new loop, buses will operate on a detour. For more information please call 527-4441.



Recycling Trees and Rock

The Region has been contributing to the Hamilton Harbour Fish & Wildlife Habitat Restoration Project by donating trees and rock left over after construction of the Expressway to rehabilitate fish habitat off LaSalle Park. On October 27, 1995 Chairman Terry Cooke on behalf of the Region, received official recognition for the 79,000 tonnes of rock and 220 trees that were made available, a monetary value of some \$600,000.



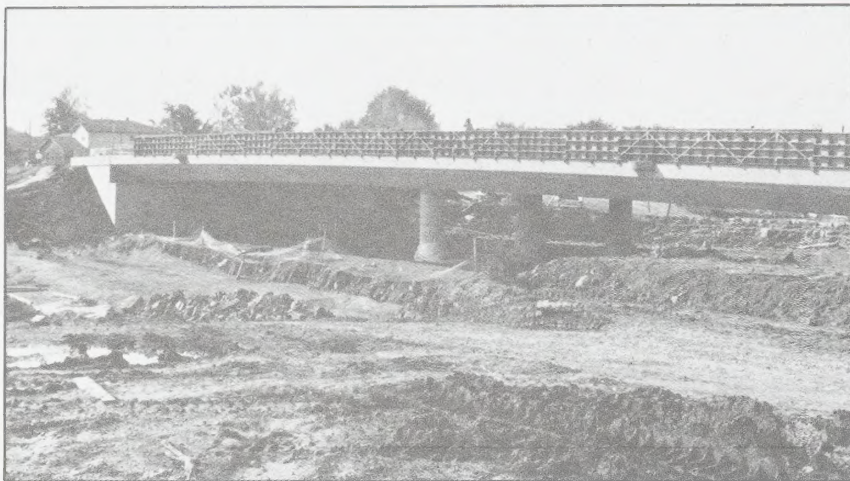
North-South Section

The Region is proceeding with the planning and design of the North-South section of the Expressway. The original plan approved by the Consolidated Board in 1985 was for a six lane freeway. Since this approval is still valid, the Region is planning to modify the design of the Expressway to reflect some environmental concerns that have been raised during recent years. Specifically, alternative designs will be examined for crossing the Escarpment and the Q.E.W. Interchange.

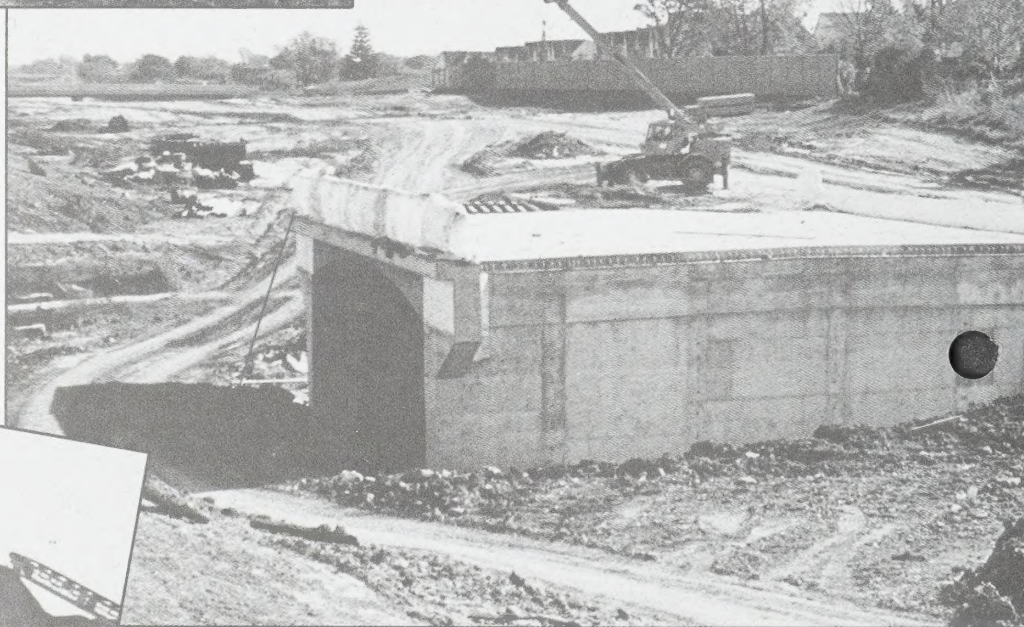
To make changes to the approved plan, the Region is planning to request the Minister of the Environment and Energy to approve an Exemption Order. This does not mean that the Region will be exempt from environmental legislation or environmental assessment. The Region will propose a process to follow that will allow full participation of provincial ministries and regulatory agencies during the planning and design of the road. Measures to mitigate the impact on the natural environment will be monitored during the construction. The public will be fully informed of the issues and key stakeholders and interest groups will be asked to participate in the design of the road. The design will however be for a freeway within the "footprint" of the approved plan. The design speed will be 100 km/hour.

We recognize and respect that there are members of the public who do not agree with the need for the road. Nevertheless, they are invited to participate in the design process as this will result in a better designed and constructed road.

Status of Projects



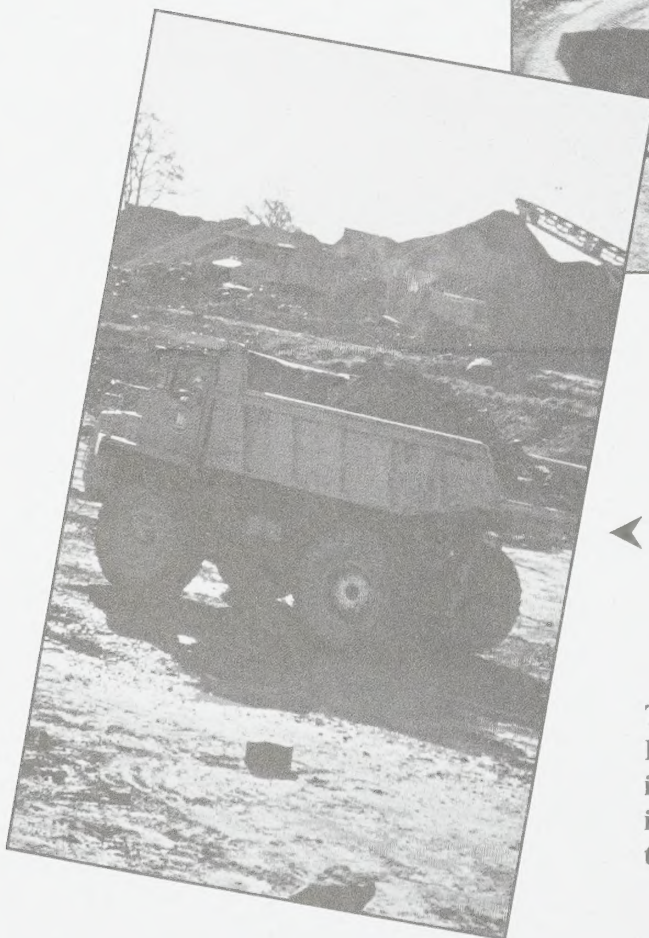
▲
The West Fifth Street bridge will be opened in mid-November subject to weather conditions.



▲
The detour around the Guildwood Drive will likely around the end of

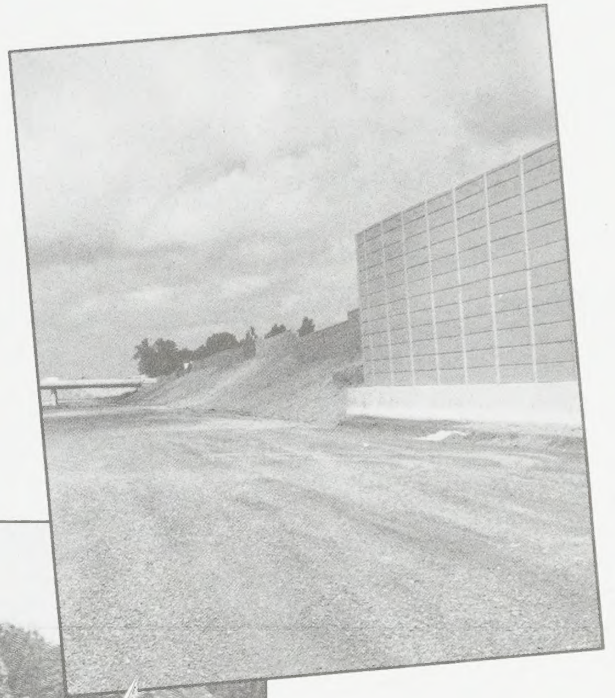
Rock crushing equipment has been set up near the construction site at Upper James Street, as approximately 180,000 m³ of rock is expected to be excavated as part of the 1996 expressway grading contracts.

► The first phase of construction at Dartnall Road will be completed this fall. The work includes the creation of a wetland within the interchange to treat stormwater runoff from the road.



◀ The extension of Stone Church Road from Omni Blvd. to the Mohawk/Golf Links interchange is complete and opened traffic at the end of October 1995.

The construction of noise walls and berms, from Upper Wellington Street to Highway #403, will continue until September 1996. Paving contracts will commence after this date; the exact scheduling, however, is dependent on funding. ➤



pedestrian underpass between Magnolia Drive and removed when the new walkway is ready for use, November, 1995.



Photo by Charlie Rader

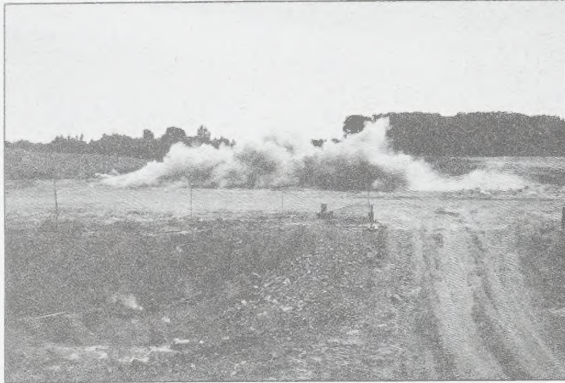


▲ The reconstruction of Mud Street from Paramount Drive to Highway #20 was completed in October 1995. This project consisted of widening Mud Street to 4 lanes, installation of storm sewers and improvements to the Highway 20/Mud Street intersection. The City of Stoney Creek planted sod and young trees to provide pleasing greenery. A remaining portion of the old Mud Street has now become a local street serving the residents who once fronted onto Mud Street.

Blasting and Rock Crushing

most locations. This means that blasting operations will continue between west of Garth Street and Upper James Street during the winter months. All blasting operations are monitored by an independent vibration specialist to ensure that acceptable levels are maintained at all times.

Rock crushing equipment has been sited on Expressway lands under various contracts. By having rock crushed, hauled and re-used on site, pavement deterioration and traffic tie-ups on adjacent streets have been avoided. Approximately 180,000 m³ of rock is expected to be excavated as part of the expressway grading contracts in 1996. Rock crushing equipment is currently set up near the construction site at Upper James Street. Trucks will be using the expressway lands to haul rock and materials to and from the crushing site.



Bedrock is close to the surface along the expressway corridor and the road will be lower than the existing ground level in

Noise Walls

berms. The contractors do have a set construction sequence but if one part of the sequence is delayed, the remaining parts are delayed also. We apologize for any inconveniences this may cause you. At the Region we try to provide an accurate schedule but it is always subject to the ability of the contractor to carry it out.

Please be patient with the contractors and allow for flexibility regarding the schedule for building noise walls and

Trenholme Park

Trenholme Park is situated adjacent to the Expressway in the east section of the Expressway. The Region met with the Trenholme Neighbourhood Residents group to discuss how to reduce the impact of the Expressway construction on their park. With the help of the Hamilton Region Conservation Authority (HRCA), plants from ponds located on Expressway land were transplanted to ponds in Trenholme Park. In



addition, the edge of the Expressway was modified to retain a pond within the Park. *Thanks to the HRCA staff and residents who participated!*

Claims for Construction Damage

If you think that construction operations on the expressway land has resulted in damage to your property, you can file a claim through the Region.

A claim must be in the form of a letter and must include:

- name, mailing address and telephone number
- date, time and location of the incident
- a brief description of how or why the incident happened, including a description of any physical defect or problem which may have caused or contributed to the incident
- if applicable, include a sketch of the location of the incident
- a brief description of any injuries suffered, or property damaged, in the incident
- claims for damages to property are to include estimates for cost of repair or replacement (if estimates are not included, claims will take longer to process)
- address the envelope

Region of Hamilton-Wentworth
Roads Department
Attn: Claims
71 Main Street West
5th Floor - City Hall
Hamilton, Ontario
L8N 3T4

For more information on this process, please phone **546-4170**.



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CA3 ON HW 490
R23 1995



Red Hill Creek Expressway

PROGRESS REPORT

Number 10

Spring 1995

URBAN MUNICIPAL

Public Information Centres

MAY 4 1995

GOVERNMENT DOCUMENTS

Another set of Public Information Centres is being held prior to construction. This is an opportunity for the public to find out:

- how the Expressway is being built
- changes to traffic patterns and bus routes as a result of temporary and permanent road closures, and
- detailed information on noise barriers

Engineers and planners will be available to answer questions.

The Public Information Centres will be held at the following locations, dates and times:

Date: **Monday May 8, 1995**
Location: **St. Jerome's School**
250 Limeridge Road West
Hamilton
Time: **6:30 p.m. - 8:30 p.m.**

Date: **Wednesday May 10, 1995**
Location: **Regina Mundi School**
675 Mohawk Road West
Hamilton
Time: **6:30 p.m. - 8:30 p.m.**

Date: **Thursday May 11, 1995**
Location: **St. Cecilia's School**
50 Lawson Street
Hamilton
Time: **6:30 p.m. - 8:30 p.m.**

If you live close to the Expressway or have an interest in the construction of this new road, this is an excellent opportunity to find out more about it.

Status of the North-South Expressway

On July 19, 1994 Regional Council endorsed a basic 4-lane road with interchanges and a design speed of 90 km/hr, as a basis for on-going discussions with the province.

During 1995, provincial and Regional staff have been exploring possible modifications to the interchanges that would meet the requirements of the Province and the Region. Full control of access and a design speed of 90 km/hr will be retained.

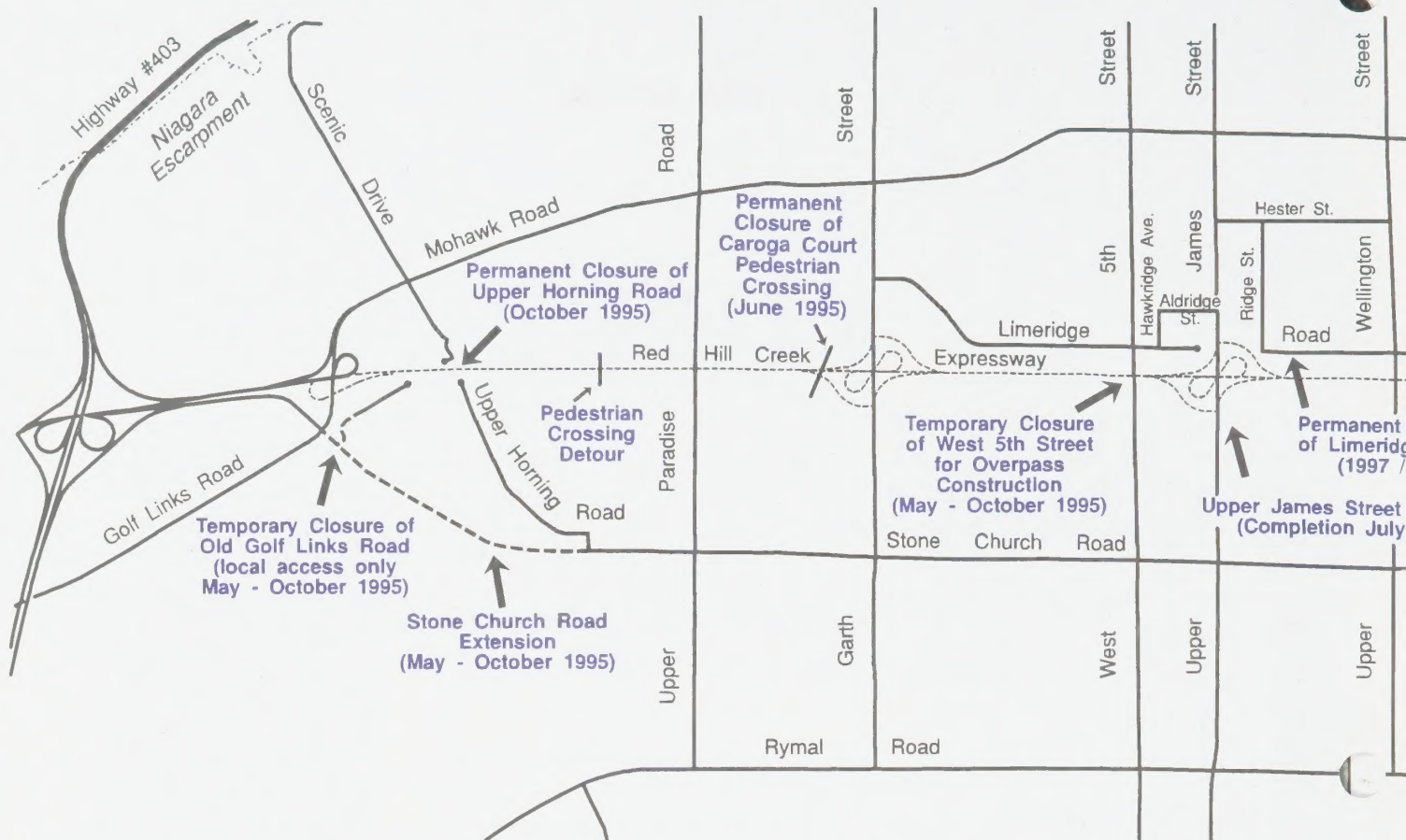
Noise Barriers

The west section of the Expressway (from Upper Wellington St. to Highway 403) will include the installation of noise barriers (berms* and/or walls). Since the topography of the western area is rolling (hills and valleys), the type of barrier varies within short distances.

If you live beside the Expressway land and want to know what will be constructed in your area, plan to attend one of the Information Centres or arrange to talk to staff (546-4277).

*berms are earth mounds

Red Hill Creek Expressway
Progress Report Number 10
is a publication of the
Regional Municipality of
Hamilton-Wentworth
Roads Department
Special Projects Office
25 Main Street West, 10th Floor
Hamilton, Ontario L8P 1H1
ph. (905) 546-4277 fax (905) 546-2385



Permanent Road/Pedestrian Walkway Closures

- Upper Horning Road at Expressway - October 1995
- Cranbrook Drive to Caroga Court Pedestrian Crossing - June 1995
- Limeridge Road at Upper James Street, Upper Wentworth Street and Upper Gage Avenue - 1997/98
- Arbour Road at Expressway - 1996

Temporary Road Closures

- West 5th Street at Expressway - May to October 1995
- Old Golf Links Road - local access only, May to October 1995

Detours

- Pedestrian Walkway between Magnolia Drive and Guildwood Drive - June to October 1995

Bus Route Changes

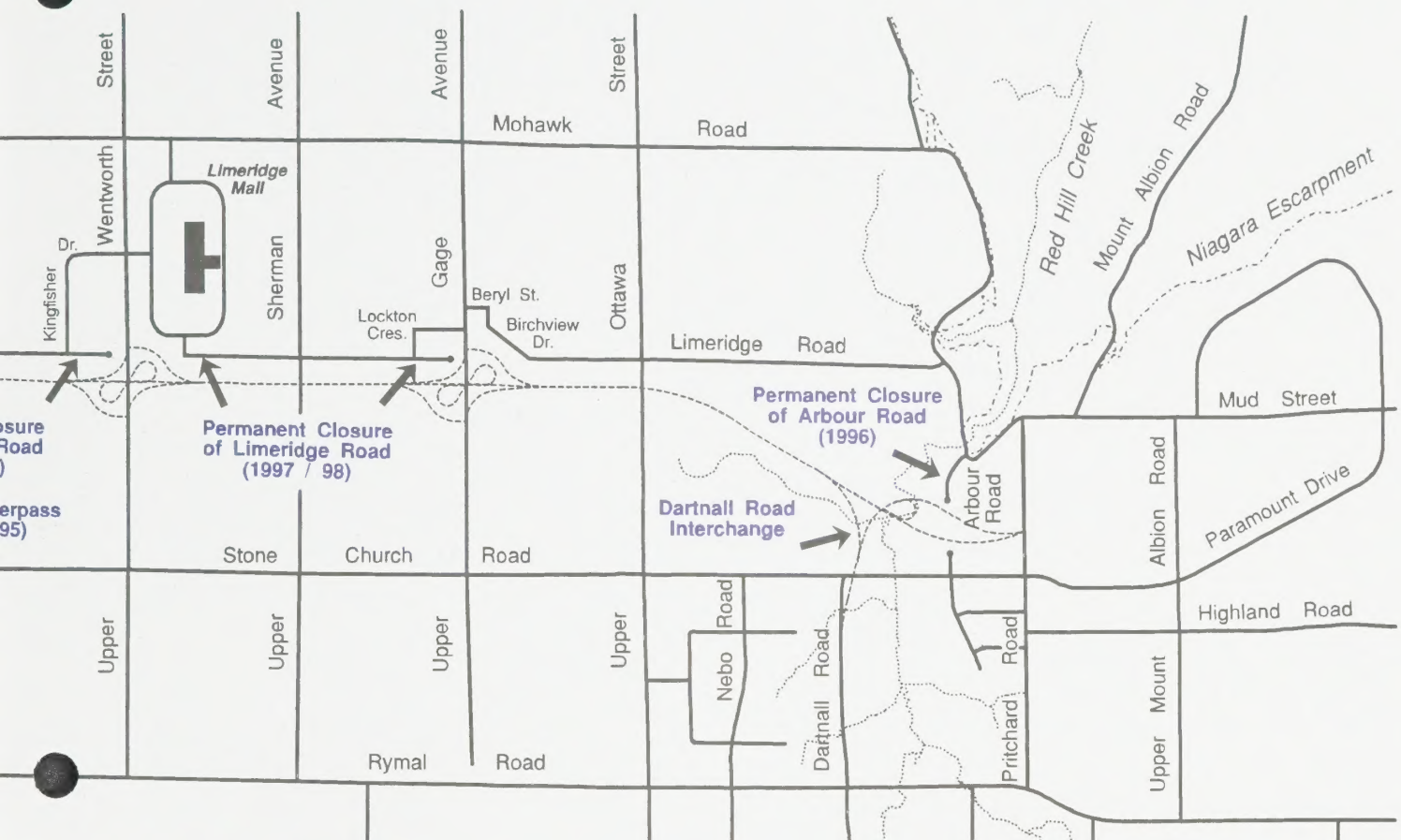
- College Route #35 (see back)

Construction Contracts

- Upper James St. Overpass -
- Main Line Grading from Upper Ottawa St.
 - interchanges 1997-1998
 - landscaping 1998
 - paving 1998
- Mud Street Reconstruction

Construction Contracts

- West Fifth Street Overpass
- Dartnall Road Interchange
 - wetland creation, storm
 - bridge 1996
 - paving 1997



Construction Contracts - Starting in 1995

page for details)

- Started in 1994

to be completed by July 1995
from Wellington St. to east of

to be completed by August 1995

- Starting in 1995

water management, and grading

- Main Line Grading from Upper Wellington St. to Highway #403
 - pedestrian crossing structure between Magnolia Dr. and Guildwood Dr.
 - closure of Upper Horning Road (October 1995)
 - rock and earth excavation
 - blasting to east of Garth St. for Main Line
 - blasting to west of Garth St. for sewers
 - grading
 - noise barriers
 - interchanges
 - landscaping
 - paving

* schedules are subject to change

Construction Blasting

Bedrock is close to the surface along the Expressway corridor and the road will be lower than the existing ground level in most locations. This means that blasting will be required during the construction season. Previous blasting activity on the Expressway has been well within the accepted tolerance levels. Monitoring and inspection levels will be maintained for this contract.

The Region's contractor will conduct a pre-blast survey of residential units. The seismic and inspection specialist will be requesting access to property to carry out this survey. **Claims for damage cannot be substantiated if the contractor is unable to do a pre-blast survey on that property.**

Therefore, your cooperation in the survey is important. The survey will be done for the first row of houses (including structures such as pools, sheds and walkways) adjacent to the blasting area.

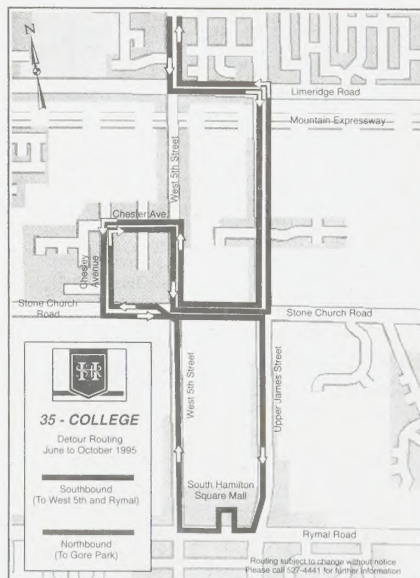
Rock Crushing

Approximately 300,000 m³ of rock is expected to be excavated as part of the Expressway grading contract for 1995. Rock crushing equipment will be set up near the construction sites at Garth Street and Upper James Street. Trucks will be using the Expressway land to access the crushing site instead of using local and Regional roads to haul rock and aggregates.

Siting the rock crushing equipment on Expressway land will avoid traffic congestion and road deterioration. It will save approximately \$6 million in trucking costs by allowing the rock to be re-used on the site.

Bus Route Changes

H.S.R. College Route #35 will be rerouted via Upper James Street as indicated on the map at right. Flyers will be available on the College Route buses two weeks prior to the road closure. Also flyers will be delivered to the affected households. For further information, please call the H.S.R. at 527-4441.



Claims for Construction Blasting

If you believe that blasting on the Expressway land has resulted in damage to your property, you can file a claim with the Region.

A claim must be in the form of a letter and must include:

- name, mailing address and telephone number
- date, time and location of the incident
- a brief description of how or why the incident happened, including a description of any physical defect or problem which may have caused or contributed to the incident
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Region of Hamilton-Wentworth
Roads Department
Attn: Claims
71 Main Street West
5th Floor - City Hall
Hamilton, Ontario
L8N 3T4

Phone: 546-4170
Claims Phone: 528-9891



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